

Caucasian and Express

By JULIAN, ALLEN & Co.
J. M. JULIAN. E. ALLEN. W. G. MUSHROV.

The Governor's Annual Message.

Senators and Representatives: With cordial greeting I welcome you on your return to the capital. During the year so recently closed, the labors of the farmer have been rewarded with a full harvest, and God has blessed us as a people with a broken peace. As you resume your labors at the year dawned upon us radiant with promise of continued mercies. The third year of Free Missouri, now so nearly completed, has brought with it increased prosperity

and assurance of still greater progress in the not distant future. It seems not inappropriate at this time to contemplate the result of the assertion and maintenance of the principles which we have now controlled the government of this State for three years, and we may view them with a satisfaction that will not fail to inspire you with confidence and energy for the work before you. The progress of the great principles of progress came into power in Missouri, the fires of a civil war were yet spreading, desolation throughout our borders; the churches were dilapidated and deserted; the school houses destroyed or squalid and tenantless; only one thousand

two hundred and sixty-four schools were then listed in the State; the State University was converted into a land-grant; the marts of trade were without signs of life; our great rivers bore no commerce; the railroads that were not abandoned or rendered useless, carried only soldiers and their supplies; the murderous guerrilla roamed the farthest agricultural districts, and the farmer sought safety in flight; the highways were strewn along the highways, and in a third of the counties of the State were without courts or officers, many courts, houses and public records were burned, and every avenue of trade or travel was

blocked; railroad bridges were in chains of red and blackened ruins, and the cars and steamboats were fired upon by the rebel forces; every branch of production was withered; every department of industry stagnated in a death like torpor; a debt of thirty-seven millions of dollars hung over us, accumulating interest at the rate of a million, eight hundred and sixty thousand dollars per annum; the population had been reduced to about eight hundred thousand, and the assessed value of property to less than \$25,000,000, and our credit as a State was at the lowest ebb.

Loyal Missourians dealt the first blow

that treason felt, and met the last desperate onset of the rebellion—the first to know the war and the last to welcome peace. The magnitude of our losses and the depth of the distress of our people will never be fully measured by the historian. Such was the condition of the State when, in obedience to the call of the loyal people, expressed through their delegates in convention assembled, I proclaimed a FREE MISSOURI.

from foreign countries, and has materially aided to re-people the places made waste by war. We have invited and cordially welcomed free labor; and churches have been repaired and filled with worshippers; on the prairies, the forests, and among the river-spines, have risen, marked by the level of the new altar, erected and dedicated to our God. The increase of educational facilities is one of the surest proofs of our progress. Four thousand eight hundred and forty schools are now filled with over two hundred thousand children; the University, newly endowed, is being crowded with students and is taking rank with the first col-

State school fund has been more than doubled. Cities towns and counties have in many instances more than trebled their population; the exchange resulted with voices of active men; the steamboats and the trains of the west bearing our productions to the markets; the prairies, forests, hills and valleys are being everywhere beautified with new made homes. Capital and millions has come to us, and manufactures have arisen and are vocal with busy industry; the mines are reopened and new and valuable discoveries have been made. Two hundred and forty miles of railroad have been built

without thereby increasing the State indebtedness. Two hundred and ninety-two miles are in process of construction, and eight hundred and twenty miles more are projected. The debt of the State has been reduced about one million of dollars; our population has increased to at least one million five hundred thousand, and taxable property has been augmented in value by imports and by additions consequent on our general prosperity to \$454,866,895. Our credit as a State has not only been restored but raised to a standard higher than it has ever reached since the inception of the internal improvement debt.

With those fruits of a loyal and progressive life before us, we may well be strengthened in our attachment to the principles which these wonderful transformations have wrought, and made firm in our resolves to press forward to new victories, fraught with new and greater blessings, until we have laid sure and steadfast the foundations upon which we may safely rest the future of our State.

NATIONAL AFFAIRS

Are so full of interest that I might with propriety in this communication present the views of them, which my judgment should actuate the people of Missouri in their Federal relations.

The great-grandfather of the author, a member of the National Congress, as expressed his devotion to the country by his steadfast adherence to liberty, justice, equality and the basis of loyalty in reconstruction, and reposing confident security upon a faithful Congress to preserve to us all that we acquired by the war for the Union, I need not discuss questions of a national character, but will confine myself to subjects especially within the sphere of our State government.

Receipts from all sources in September 30, 1967	7,019,900
Total	\$11,610,814
Disbursements	10,223,152
Balance, October 1, 1967	\$ 677,592

and of the State, devoted sacrificially to the benefit of public schools. For some purpose the counties are enclosed by a line, and the lands within this line are owned by the State, by act of Congress of September 1850, designated as swamp land, and existing in the aggregate to exceed three millions of acres, a large portion of this is valuable. In addition to this are the sums reported in each year, which are collected for the State, which fine reported during last year amount to \$27,758. The lands so given to the counties has been evidently disposed of, I recommend that the lands prior to 1850, and the lands since, be sold in the south section, and the lands in the north section, be fixed at not less than

...and fifty cents per acre, and
 ...at the same minimum price be fixed
 ...all the swamp lands hereafter to be
 ...by the county courts,
 ...the number of teachers of public
 ...in the State is 6,762—an in-
 ...of 3,558 over the number report-
 ...in 1896, and 5,362 more than in
 ...The number of school houses
 ...in 1896, was 1,340, with a val-
 ...of \$2,500,000, exhibiting the re-
 ...a constant increase of 500 school bu-
 ...rected in one year.

THE UNIVERSITY OF MISSISSIPPI COLLEGE
 ...my last message I informed you
 ...that land granted to the State by
 ...the Congress 2d of July, 1842,
 ...

ed. "An act donating lands to the several States and Territories which provide colleges for the benefit of the blind and the mechanic arts, had been selected and properly reported to the general land office.

Section 4 of the act of Congress, donating this grant to be for "the endowment, support and maintenance of at least one college, where the leading object shall be, without excluding other objects, to teach such students as may be desirous of acquiring military tactics—to teach such students as are related to agriculture and the mechanic arts in such manner as the Legislatures of the States may respectively prescribe."

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which may take and claim the benefit of this act, shall provide within thirty days, at least, not less than one fourth of this act, or the grant to such shall cease."

It was accepted on the 17th of March, 1861, under the conditions of the act. It will be seen that the only way in which the company can avoid the act, within which they are bound to comply, is by the law of Congress to obtain the title of the grant.

It is clearly stated in the act of Congress that all the proceeds of the land

ted, shall constitute a permanent trust to be invested for the benefit of the people. No part of the proceeds arising from the sale of the lands can be applied to buildings, or to any other use. The land selected for our State cannot be made available, and a considerable time will necessarily elapse before it can be disposed of and the proceeds invested in bonds. The proceeds of this State, and an interest thereon, will be derived from the interest on the bonds.

In compliance with the terms on which Congress has granted this land, it is also a fulfillment of the requirements of the State constitution in relation to the same.

to a college. By doing within
time prescribed by the act of Con-
stitution is what the constitution requires to
the one you will vest to the State the
a hundred and thirty thousand
of land heretofore selected. This
be done by providing at once for
establishment and maintenance of
Department of Agriculture and Nat-
Soberly in the State in the
it will only be after several years of
unimpaired prosperity to the State, that
land can be sold at a reasonable
and at best the endowment from the
proceeds of its sale will not be
sufficient to support a separate college
as would be creditable or general

useful to the state.

INTERNAL IMPROVEMENTS.

The standard of the civilization of the people is fixed by the facilities for transportation and for trade and travel with which they provide themselves.

With freedom and peace there has been done to the people of Missouri a new sort of energy and enterprise—a sort of characteristic of the older free States, which has given the honor and support that big business in the great commercial, mining and manufacturing States which belt the continent from ocean to ocean.

One of the most forcible exemplifications of this truth is found in the

ing of a bridge across the Father Waters at St. Louis—the first bold ever made to span our "inland" below the confluence of the two rivers. In columns of granite arches of steel this stupendous structure will soon become one of the marks of our civilization. Standing midway of the continent, it will be the great point of interchange in the dividing line between the Eastern and Western world, the point in the central valley, for the exchange of the productions of the North and South. It should be a source of pride to us that the success of this great undertaking will be an enduring monument.

to the genius of a Missourian. The inspirations of progress are seen in the work of building our ways to those of our sister, Illinois, a bridge across the Mississippi river, quincy, furnishing another means for the easy and frequent communication between the two states, feeling the interests of the people of different localities. The spirit born of freedom is manifested by another great enterprise now advanced toward completion. The currents of the turbid Missouri, in our State never before spanned, season to pass under the yoke of commerce at Kansas City, and while we

will still boast our great river, it will
suffer divide our State into separate
sections.
The bridge will be iron, with a high-
way or wagon crossing as well as a
road track. It is being built by the
Kearney and Hartman, who recently com-
pleted the Kansas City and Cameron
road. Two other railroads in course
of construction on the north side of the
river are to cross this bridge. All these
roads have the right to run their trains
over it on such terms as may be agreed
upon, and in case of failure of the par-
ties to agree, the Governor of the State
has power by the charter to settle the
terms and conditions.

balance of \$25,599.34, which paid to the State Treasurer. Informed by the purchase of the California State Highway, it is put it under contract from a point a few miles west of Kettle to Del Norte, a distance of about and seventeen

Some party is the owner of roads there is not involved of corporate jurisdiction apprehended might occur any, and which was avoided by them in the sale.

Consistently to our knowledge is contained in South, and deepens the conviction that we have no more

interest as a State than the
of this road. Looking to
on as a means of developing
valued mineral wealth of that
State, and the consequent
capital for working its mines
establishing manufacturing to con-
sume and use its timber; feel-
ing that the building of this
road would ever make the plateau
a cotton growing country
and; and knowing that every
State whose railroad sys-
tem at St. Louis was interested
in a connection by railroad with
our market, I have never
believe that the true consid-

the sale of the road already
be its extension through
Missouri to the river, and to
join with the Southern rail-
road, although I did not regard
the price paid for these roads as
the subject in their sale, I have
received additional reasons
were awarded by the Com-
mission to the highest responsible
under the law.

or has not yet fully elapsed,
which the purchaser is bound
abstract, and in a bond with ex-
pend half a million dollars
work of graduation, masonry
structure of the extension of

and Iron Mountain road. The day of December last he was sworn in by the office of the Secretary of the Missouri State, and took an affidavit of himself and the engineer and treasurer, stating that \$100,000 had been expended in the purchase of the right of extending the St. Louis and Iron Mountain railroad up to the mouth of the river, on the day of December, 1867.

THE PACIFIC RAILROAD.

It was incorporated by an act of the Legislature, approved March 3, 1851. An act amendatory of the act passed March 3, 1851, was passed March 1, 1851, among other things, required the directors of the company and act-tendant to make an annual

the 20th of December, verith, stating the receipts and principal facts in the operation and, and to file the same with the treasury of State. This has not been done.

The last annual report of the road made to the stockholders shows gross earnings for the year ending March last to have been \$1,084, and the net earnings \$600. The road was completed to the western line of the State on the 1st of October, 1865, and by the act of 25th of December, expedite the construction of the Hannibal and St. Joseph road bed, buildings, ma-

engines, cars and other prop-
erty on the second day of
January, 1914, at the same rate
as real and personal property
of construction of this road
to wit: \$74 14, and the rolling stock
to wit: \$249,674 33, making the to-
tal of road and rolling stock \$313,-
718 47.

The total indebtedness of the Pacific
Coast Steamship Company in
this State, exclusive of taxes
of \$403, for which the State has
a mortgage lien on the road east
of San Francisco, on all the rolling stock,
and lien on the road west of
San Francisco was created by an act ap-
proved February 10, 1864, and is for

one-third of which is due one-third in 1869, and one-third in 1870, and for the payment of net earnings of the road are

Since the value of the State's tax base is the extent of one million five thousand dollars; it is also the State will have paid out a sum of money for interest on the bonds already issued, and the State has issued for interest on the bonds of \$1,500,000, and the State would be increased amount.

And having failed to pay or for the interest on the bonds the law creating the mortgage has also failed to pay required by the constitution, the duty of the Legislature

the most valuable of the assets of the State applicable to the redemption of the internal improvement debt of this road forms a portion of the liability of the road on account of internal improvements, which has entailed a burden on the people. But it is due to our material wealth by the development of a broad belt of country extending through the entire State is shown by the increase of

through which it passes. The stockholders contributed to this enterprise \$3,600,215 23 of paid while the State contributed in bonds. The stockholders are all of them citizens of our State and the road has also a floating capital of over a million of dollars, which is, principally due to our own State. The county of St. Louis has advanced this railroad its bonds to the amount of \$700,000, by which it will be enabled to pay the interest on the bonds which the road is indebted, and the liability to the State, over and over again. The company is financially sound and is supported by the people of the State, and it is the duty of the State to protect the interests of the company.

mortgage to the State. I re-
quest that you adopt such course
(in *Parliament*, & such page.)